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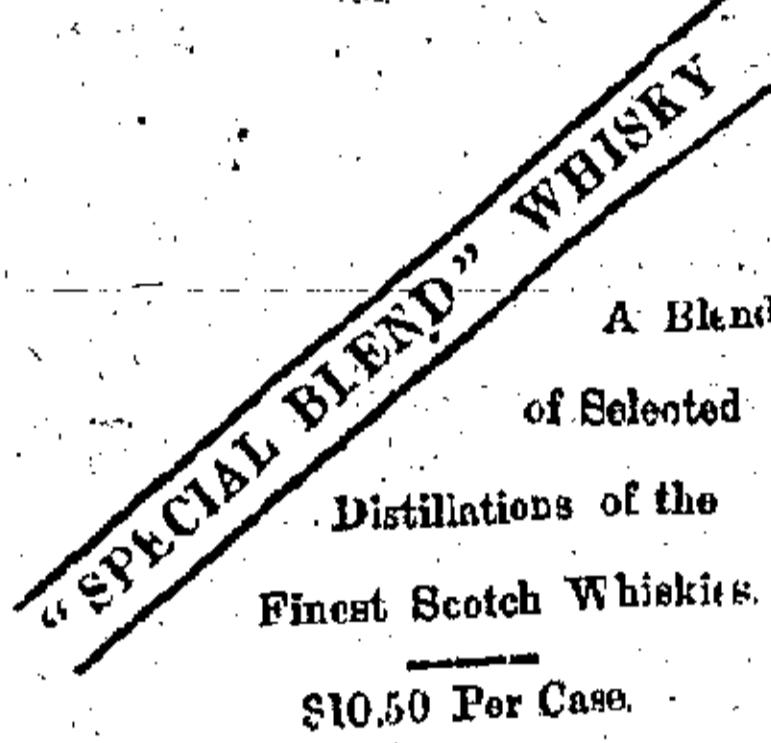
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BIRTH.

On 21st August, at No. 24, Kiangse Road, the
wife of Aug. MULLER, of a daughter.

HONGKONG OFFICE: 10A, DES VIEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 28TH, 1905.

The further adjournment announced by our London correspondent may, of course, be hailed by the pessimists as an indication of more impasses, but it may also be taken as a sign that both sides have been given fresh ideas for a modus vivendi which they want to deliberate upon at leisure. We have noticed that the most pessimistic of the current comments come from America; and are persuaded that the difficulty of obtaining information has soured our American colleagues, much as certain war correspondents viewed the Japanese campaign with a jaundiced eye when they did not find their own paths smoothed for them. There are still numerous hopeful writers among the British, and the French Press is particularly optimistic. This latter feature may be perhaps as open to doubt as the American point of view, for our French friends have perhaps more to gain by a speedy peace than any other onlooker.

Apparently the stop-the-war party in Russia is by no means as powerful as was at first believed; and the parties at St. Petersburg have still got their hands fairly free for their policy of bluff. The broad point that both sides are anxious to arrange a settlement is admitted, and counts for much. M. de Witte has said that he will do everything that is practicable to attain peace, but he would, of course, be failing in his duty if he did not, at the same time, resort to every device of diplomacy to bring about a solution as favourable to his

own side as possible. It is altogether a question of bargaining, and neither side is so indifferent to the result that they are likely to abandon the present opportunity for any slight cause. Should the conference fail to make an agreement, Japan would probably have to consider the necessity of sending a fleet to the Baltic, a move quite probable as well as possible, but one that would presumably be left as a last resource on account of its costliness and risk. At the same time, Russia, according to the reports that represent her last attempt to raise funds a failure, is not in a position to view with equanimity the continuance of the war, even so far away from her vitals as is Vladivostok. It is just possible that the Russian statesmen hope to make the world believe that it is not her fault if the peace conference is futile, and so to try for intervention; but if there be anything in this theory, Russia is likely to be again disappointed. It is a contingency against which the Anglo-Japanese Alliance is particularly directed; and with Japan in the undoubted position of being entitled to what the sporting ring calls an award on points, it is unlikely that Great Britain would do or consent to any procedure calculated to deprive her of all of the very real advantages she has gained. President ROOSEVELT appears to be one of the most anxious to secure immediate peace, but he announced that his intervention was to stop at the point which brought the plenipotentiaries together. It goes without saying that if the present Japanese terms, which have undoubtedly been reduced to a minimum, be accepted, they will grow considerably in the interval that elapses between their refusal and further consideration; unless, of course, there should be a surprising reversal of positions, as a result of further fighting, which, we are bound to believe, is extremely unlikely. Nothing that General LINIEVITCH is likely to accomplish can seriously improve the situation of Russia as a Power in being. It is not as if Japan were being suddenly confronted with the difficulty of crushing Russia by attacking her outposts: all that has been well understood and thought out before. However, the conference is not abandoned, but only adjourned, and while the representatives of the belligerents are still engaged in negotiations, it is clear that there is always the hope of a bargain being struck.

The death of M. Bouguereau, the famous French painter, is reported.

A "Matrimonial Agency" is being started in Manila for the encouragement of mixed marriages, American men and Filipinos.

The boxing contest between Bellew and Christie is not to take place at Chefoo after all. Both men have gone to Tientsin.

The appointment of Mr. G. H. Wakeman as Land Officer is notified in the Government Gazette.

It is notified in the Government Gazette that A. G. Gordon has been appointed a surveyor of boilers of unlicensed steamships under 60 tons burden.

The Chefoo Daily News had its office burgled recently, and now announces that the watchman has been provided with a big revolver, with instructions to shoot any future marauders.

The following typhoon warning from Manila Observatory, dated 10 o'clock a.m. on the 26th instant, was sent to the American Consulate:—"Depression East Luzon moving North West."

Sportsmen and others are requested to refrain from shooting deer in that portion of Hongkong which lies west of a line drawn through Magazine Gap, and running north and south to the sea in both directions.

The vaudeville entertainment of the "Gentry Stars," which is to be given for the first time in Hongkong on Friday night, has been promised the patronage of the Governor. A special "turn" is the "looping of the great wheel," a most risky cycling trick.

The Roman Catholic church, known as the "Rosary Church," in Des Vieux Road, Kowloon, has been added to the list of places of public worship licensed under section 3 of Ordinance No. 7 of 1875 for the celebration of marriages.

Applicants desirous of renewing or obtaining the issue of license to shoot and take game, granted under Ordinance 6 of 1885, are reminded in the Gazette that they should furnish their names and addresses to the Colonial Secretary by the 1st proximo.

We regret to announce the death of Mr. C. Dubois, of Messrs. C. & J. Favre-Brandt, which took place at Yokohama on August 17th. Mr. Dubois went to Japan in 1889, his first appointment for the firm being to Yokohama. Afterwards he was appointed to Osaka, where he remained in charge for some years, and then returned to Yokohama to take charge there. He was only forty-six. Mr. Dubois was married to a Japanese lady, and leaves four children to mourn his loss.

A proclamation was issued on August 18th by the Taotai of Chefoo announcing that it is henceforth prohibited to export copper coins from the ports of the entire province of Shantung. It appears that the chaotic money system of China has tempted a lot of unscrupulous speculators to start an export trade in minted coin.

The Norwegian steamer *Fatu* which arrived at Shanghai on August 21st from the north reports: At 11 a.m. on the 17th instant, in Lat. 31 degrees 30' inches N., Long. 125 degrees 15' E., passed the German ship *Hercule*, bound for Tsingtao, with her jibboom, fore and main topmasts carried away. Her foreyard also seemed to have been carried away and a smaller spar rigged up instead.

It has been announced that Mr. George Mooser (an American) has been forced by the boycotters to give up his interest in the Chang Su Ho' Gardens at Shanghai. Mr. George Mooser has discovered that the prime mover in the action against him was a Chinese named King Chun-ke, and he is now (says the *N. C. Daily News*) bringing an action against King Chun-ke, claiming 10,000,000 damages.

The *N. C. Daily News* received a telegram from Mr. Bennett, dated Changsha, the 21st inst., stating that the British Consul there has suggested to him that the Chinese officials may take over his cargo as a valuation, and he and his wife should be sent to Hankow, from which it is evident that the city of Changsha is not open to foreign trade. It is to be trusted that the British Minister will have this evasion rectified as promptly as possible and Mr. Bennett reinstated. If this is not done, it will be evident that truculent stipulations with China are not worth the paper they are written on.

On Friday Tai Hang village was paid another surprise visit by a party of Chinese officials headed by their chief, Mr. Hogarth. The object of the visit was in connection with the illicit opium traffic. The villagers were warned of the approach of the Chinese men, and nine of them were seen making for the hills. A hot chase ensued in which two of the number were arrested. The place from which they were observed to run was then visited, and underneath a rock 84 mace of prepared opium was found, also a quantity of preparing gear. The two men were charged before Mr. F. A. Hazland at the Police Court on Saturday, when His Worship ordered each to pay a fine of \$500, in default three months' imprisonment.

Some of the Shanghai boycotters have been hoisted by their own petard. According to the *Shanghai Times*, when the boycott scheme was first discussed a number of crafty and influential merchants made a combine and bought up a large quantity of American goods, which they intended to dispose of to up-country dealers after the 20th of July, at a fifty per cent. increase in price. Therefore these merchants agitated for the passage of a resolution that all American goods on hand could be disposed of without bringing either seller or purchaser under the ban. The inland traders, however, went one better in their zeal to benefit their country, and refused to handle American goods which were purchased before or after the specified date!

FIRE AT KOWLOON.

A fire, the origin of which is unknown, was discovered on Saturday morning at the foot of Blackhead Hill, Kowloon, and before it could be quelled about a dozen matchsheds on ground rented by a contractor named Lin Wo Hop were consumed.

The alarm was raised about 8 o'clock, when the flames were seen shooting up and clouds of smoke hanging over the matchsheds.

A curious feature of the occurrence is that the fire apparently began in the matchshed which was in charge of a Chinese boy, but by the time the police arrived on the scene the boy had disappeared and the flames had obtained a strong hold. At first sight it was thought the conflagration had broken out in the coal godowns belonging to Messrs. Blackhead and Co., and considerable alarm prevailed until investigation showed the outbreak was of a less serious nature. The police at the Water Police Station apprised the firemen at Kowloon of their discovery and the local men were quickly on the spot, only to find that they could do very little. They were followed by a fire brigade contingent from Hongkong, and though it was impossible to save the burning sheds, the firemen had the satisfaction of preventing the flames from spreading, while the Indians from the barracks proved useful in saving a large quantity of timber etc. By ten o'clock the fire had practically exhausted itself, and the services of the firemen were no longer required.

It is naturally inferred that the boy in charge could give some explanation of the occurrence, and a search is being made for him.

The damage is estimated at \$14,715, which is not covered by insurance.

MANILA APPROVAL OF
HONGKONG POLICY.

The *Globe*, quoting a good deal from the *Daily Press* about the boycott agitation here, comments:

While the granting by the Governor General of Hongkong of the request of the Chinese guilds to meet could hardly have been construed by the United States as an unfriendly act, yet it could hardly have been looked upon as an act of comity. Doubtless the action taken by the British governor will also be appreciated by Washington. In view of the early arrival and welcome of Secretary Taft by the Governor General of Hongkong the declaration of a boycott in that city at this time of which, if it could not have been said that the British authorities had connived at it, it might at least have been said that they had lent to it unnecessary countenance, would have been most unfortunate.

TELEGRAMS.

["DAILY PRESS" SERVICE]

THE PEACE CONFERENCE.

LONDON, 27th August.

The Peace Conference has again been adjourned.

TRIPLE EXECUTION AT
SHANGHAI.

SHANGHAI, 26th August.

Three Indian watchmen who were sentenced to death for the murder of a fellow-countryman were hanged this morning, the execution being carried out by an expert from Hongkong.

[REUTER'S SERVICE]

THE PEACE CONFERENCE.

LONDON, 24th August.

The Conference is adjourned until Saturday, M. de Witte being desirous to refer to St. Petersburg concerning the Japanese compromise, which asks Russia to repurchase half of Saghalien for Yen 1,200,000,000.

Count Lansdorff has authorised Reuter's agents at St. Petersburg to declare that Russia will pay no direct or indirect contribution, nor give any cession of territory.

Seemingly the negotiations are no longer in the hands of the Delegates, and the issue rests with the Tsar, who yesterday had a three hours' conference with the American Ambassador.

An authoritative statement from Portsmouth says that the proposal for the purchase of the Northern portion of Saghalien, although in a new form, is identical with the proposal already rejected, and merely amounts to an insistence on the war costs under the name of purchase money; Russia cannot pay an indemnity, and peace cannot be assured unless Japan withdraws her demand for war costs.

The correspondent of the *Morning Post* at Portsmouth, reiterates his confidence in peace, and asserts that Russia is willing to pay £50,000,000.

The correspondent of the *Times* in New York says, the Americans regard Japan's demands as fair, and if the Tsar decides to continue the war, Americans must make him absolutely responsible for the further loss of life.

LATER.

Advices from Portsmouth state that the American Ambassador's audience with the Tsar, although unsatisfactory, leaves the door open for future arrangement. It appears that the Tsar's principal objection to the proposed Japanese compromise was the mention in the terms of the price to be paid for the repurchase of the Northern portion of Saghalien. It is understood that President Roosevelt is now endeavouring to secure the acceptance of his previous proposal of the 24th August which left the price to future adjustment.

RUSSIAN FINANCES.

LONDON, 24th August.

The Russian internal loan is, so far, a failure, only Roubles 7,000,000 having been taken up.

The Tsar has accepted the resignation of Minister Bulygin, who will probably be succeeded by Count Ignatief, the ex-Governor of Kieff.

THE JAPANESE PEACE
COMMISSION.

BARON KOMURA ON THE WAR.
At St. Paul on July 24th Baron Komura consented to be interviewed at some length. His statement, says the *Times*, is a masterpiece of tact. He said not one word bearing directly on the peace negotiations, and nothing that could offend the Russians, and yet he entirely avoided the elusive generalities which are the usual refuge of Occidental diplomats when they want to be diplomatic. Baron Komura said:

"The Japanese people could never have won a victory had it not been for three things. In the first place they were thrice armed by having their quarrel just; secondly, their entire public service is absolutely free from corrupt practices; and, lastly, their mode of life has ever been one of such extreme simplicity that their soldiers thus gained equipment for the stress of war. They never could have gained it had they, like too many other nations, abandoned themselves to lives of luxury and sloth and been unwilling if not unable to put their hands to strenuous tasks."

Mr. Roosevelt, it would seem, has from the very beginning recognized the value and truth of the ideas expressed by the philosopher when he referred to plain living and high thinking. The importance of the simple life has in Japan been demonstrated by the whole body of people."

The arrangements for the peace conference at Portsmouth are rapidly approaching completion. The State of New Hampshire wants to defray the whole cost of entertainment of the Japanese and Russian parties, and it is stated that this will probably be allowed. The plenipotentiaries are expected at Portsmouth on August 5.

CORRESPONDENCE.

THE R. A. O. B. CLUB.

TO THE EDITOR OF THE "DAILY PRESS."

26th August, 1905.

Sir,—In your leading article of to-day's date I beg to call your attention to a remark which was uncalled for regarding the above club. Before giving publication to such remarks it would be best those who may imagine the club to be out of order to make enquiry as to how the club is conducted and examine the rules of the club. If Mr. Ellis visited the club he had a perfect right to do so, but when he violated the rules he violated the rules by frightening the boy and caused its reopening. At the same time I would request that it would only be fair to the club to inform the public that no women entered the club precincts on the night of the 16th of July nor the morning of the 17th and had they attempted to do so, they would have been refused admission, as this is one of our strictest rules. No women are allowed in the precincts of the club unless by special invitation from the Committee and then only at Dances or Social evenings. Thanking you in anticipation of the insertion of this letter.

JOHN J. BLAKE,

Secretary.

Our remark was "called for" because of statements made in Court, which appeared to show "how the club is conducted." As for "examining the rules" we do not see how that will help since the Secretary admits they were violated. If this was an isolated violation, then we admit the club has been unfortunate; but the management should still set its house in order, by guarding against further like violations.—ED.

A. C. B. BLAKE,

Secretary.

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EASTERN TELEGRAPH COMPANY (LIMITED).

The 66th half-yearly general meeting was held on July 26th at Liver House, Sir J. Wolfe-Barry presiding. *The Times* reports:-

The Chairman reminded the shareholders that at the meeting in January last he stated that the result of the interim half-year's working to September 30, 1904, might be described as unsatisfactory, and the results shown by the accounts for the final half-year to March 31 last, presented that day, were, he thought, even more gratifying. The gross revenue for the six months under review amounted to £1676,000, being an increase of £60,000 as compared with that for the corresponding period of 1904. This increase was, however, largely owing to additional traffic in connexion with the Russo-Japanese war. From the 1st prox. the tariff between Europe and India and between Great Britain and Aden would be reduced from 2s. 6d. to 2s. per word. The reduction in the Indian tariff was in accordance with an agreement made with the Secretary of State for India about three years ago, under which a standard revenue was guaranteed. It was then agreed that if three consecutive years produced an average of this standard revenue the tariff with India should be reduced by 1s. per word. For the three years ended the 30th ultimo the average revenue reached the stipulated figure, and he was pleased to say that during the period in which the tariff had been 2s. 6d. per word the Indian Government had only been called upon to contribute some comparatively small amounts under their guarantee. The increase of traffic with India had been very satisfactory. In the directors' opinion this was not owing to the reduction of tariff, but to the late general prosperity of the Indian Empire. As a result of the increased traffic the reduction in the rate referred to would be brought into operation on the 1st prox. It would of course be understood that under their agreement, if the earnings of the associated companies on Indian traffic did not amount at the reduced tariff to the agreed standard revenue figure, the Indian Government would bear a proportion of the difference between the actual receipts and the standard revenue amount. The tariff between Europe and Egypt (first region) had also been reduced, the reduction being from 1s. 5d. to 1s. per word. With regard to this alteration of tariff negotiations had been in progress for some time and were completed in April last. The various existing agreements between the company and the Egyptian Government had now been consolidated, and an arrangement satisfactory to both of them had been concluded, embodying the reduction of the rates to which the company had referred and the payment by the company of an increased transit rate. The directors were gratified at being able, with justice to the shareholders, to carry out these reductions, but it must be borne in mind that should the traffics increase largely the company might have to augment their cable capacity. Thus it was obviously advisable to carry as much as possible to their general reserve in view of this, and also for other contingencies. The total expenses for the half-year, exclusive of income-tax payable in England and interest on loan, amounted to £232,000, or an increase over those of the corresponding period of 1904 of £16,000. The expenses attending maintenance of cables was necessarily of a very fluctuating figure. Many extensive repairs had been carried out during the half-year, and the amount expended on cables was considerably in excess of that for the corresponding period of 1904. The increase under the heading of income tax payable abroad represented this company's liability under the Act recently introduced into Cape Colony. They had been obliged to pay this tax, although urgent representations had been made by the directors to the proper quarter with a view to obtaining exemption. During the half-year they had been able to reduce the loan from the Eastern and South Africa Company by £25,000 and the loan at March 31 stood at £20,000. In full explanation of the operations, which had been fully explained at previous meetings, they had charged against general reserve fund £195,290 in respect of new cables, and the balance of expenditure under this suspense account, to be dealt with in future years, now amounted to £25,000. Capital expenditure had been reduced by £70,000, representing the cost price of shares held by them in other companies, which had been paid off. The amount actually received for the shares was in excess of that paid for them. As, however, the transaction was not actually completed on the date to which the accounts were prepared, the difference between cost and realization would be dealt with in the current half-year. The net result of the working for the year ended March 31 last was that the directors were able, after making provisions for the reserve funds, to pay the usual dividend of 5 per cent, and a bonus of 2 per cent., and to carry forward a small balance. He concluded by moving the adoption of the report.

The Vice-Chairman and Managing Director (Sir J. Danison-Pender) seconded the motion.

Mr. Ernest Vane said he desired to ask a question with regard to the Pacific Cable. He had seen it stated that two of the colonial Governments which had granted preferential facilities to the company were going to withdraw them consequent on some agitation. He wished to know whether the facilities would be withdrawn, and if so whether any serious consequences would arise.

The Chairman replied that the point referred to affected the company, of course, but it more particularly related to the Eastern Extension Company, with whom the negotiations had taken place. He had reason to suppose that the companies would not suffer; but as the Pacific Cable Conference was sitting he would rather not enter into the matter, and he would therefore ask the shareholder not to press his question. In reply to a further question he stated that the conference had nothing to do with the reductions in the tariff to which he had referred. The reduction to India was under a definite contract with the Indian Government, with which the conference had nothing to do, nor had they anything to do with the other reduction to Egypt. He then put the motion, which was carried unanimously.

ALLEGED BOYCOTT OF THE

S. S. "RUBLI"

The "Manila" Calendars of August 20th reports:-

The boycott of everything American has struck Manila at last, but this time the ignorant taos have made an unwise error. Several days ago a compadre engaged passage on the British steamer *Rubi* for Hongkong, for 150 Chinese. Just before the sailing of the vessel the compadre rushed into the office of the steamship company and stated that only thirty Chinese would sail, and he demanded the tickets of the other 120 refused.

The reason assigned for this move was that the Chinese refused to sail on any ship which flew the American flag, and that they would only sail in Hongkong by the guilds. The sum of ten dollars if they did so. The *Rubi*, however, is a British ship, but this fact did not seem to be known to the intended passengers; neither could they be convinced of their error.

The *Rubi*, consequently sailed on Friday with only thirty Chinese as deck passengers.

MEETING OF THE TSAR AND THE GERMAN EMPEROR.

The Tsar says the St. Petersburg correspondent of *The Times*, left Petropavlovsk on the morning of July 23rd board the Imperial yacht *Pole Star* for Borgo, in the Gulf of Finland, where his Majesty will meet the German Emperor. Their Imperial Majesties will dine together on board the German Imperial yacht *Hohenzollern* this evening.

The vague rumours current here during the last few days as to an imminent meeting between the two Emperors did not obtain credence here. They were denied by the Ministry of the Court, and only on July 22nd the German Ambassador replied to an inquiry that he knew and had heard nothing about the matter. The Emperor William, therefore, has doubtless been communicating directly with the Emperor of Russia without the intermediary of the Embassy. It is an open secret that at least on one occasion the Emperor counselled the Tsar to make peace and establish a stable order of things in Russia. It may be stated on high authority that the initiative as regards the meeting came from the Emperor William. The latter informed the Tsar from Sweden that he was desirous of seeing his Majesty and of having an opportunity of convincing him personally of the sincerity of German policy towards Russia. He intimated that the place of meeting was of no importance and that he would willingly come to Russian waters.

The real significance of the meeting is a subject of keen interest even in the best informed circles. M. Witte's friends state that he was unaware of the meeting before he started from St. Petersburg. It has been understood here that M. Witte was desirous of concluding peace on a basis welcome to Great Britain and France. This policy finds a great measure of support in the capital, and among its advocates it is fully realized that the meeting between the Tsar and the Emperor William will have the most unfavourable effect on French opinion, especially in view of the Morocco question.

In official circles, however, the view is put forward that the meeting is not in any way to be regarded as a blow to the Franco-Russian alliance which continues the basis of Russian policy. Reference is made to M. Rzewski's *Evening Post* that the Emperor William will have the most unfavourable effect on French opinion, especially in view of the Morocco question.

The sensation caused by the meeting has been increased by the secrecy in which the arrangements have been developed. The Tsar is accompanied only by the Grand Duke Michael Alexandrovitch and by Baron Fredericks, the Minister of the Court.

THE PORT OF ANTWERP.

In the Belgian Chamber on July 26th the debate was resumed on the Bill for the extension of the port and defences of Antwerp. A Catholic Deputy, M. Helleputte, proposed that the House should vote 20,000,000 francs (£800,000) for the canal and docks works and leave the question of fortifications till later. The Premier, Count Smet de Naeyer, pointed out that the two sections of the Bill were inseparable, and that the scheme must stand or fall as a whole. He also rejected a proposal for a Royal Commission, seeing that the whole question had been thoroughly threshed out. After a stormy discussion M. Woest's motion to adjourn the debate till the third week in October in order to allow party feeling to cool was unanimously adopted.

A reference to the Bill made by Count Wallwitz, German Minister at Brussels, at a banquet given in Antwerp on July 25th by the German colony in honour of the Belgian Independence comes at a psychological moment, and has created a little sensation throughout the country. In proposing the toast of the evening Count Wallwitz said:—"It is as a good neighbour that Germany has followed with interest and sympathy this step forward. You have gained our sympathies, for they tend in the same direction. We desire that Belgium should be strong from a political as well as a commercial standpoint, and let me say *en passant* that for Germans the maintenance of the treaty of neutrality which gave birth to the modern kingdom of Belgium is a kind of political axiom which, according to our ideas, no one should call into question without committing a grave error."

If the question is inopportune how far these words were more generalities or how far they were intended to convey a more special meaning, it is, at any rate, significant that there has been much loose talk about the fate of Antwerp in the event of Anglo-German complications. It well-informed circles here Great Britain is credited with a favourable attitude towards the scheme. Certain journals go so far as to discuss the eventuality of England laying hands on Antwerp, "as she did on Gibralter two centuries ago." On the other hand, a leading military authority opposes the Bill unless the forts could be permanently maintained on a war footing, his reason being that Germany's proximity would enable her to forestall any other Power in such an enterprise.

NOTICES TO MARINERS.

The following local notices are published in the ships' log of the Government Gazette:- Two pinnacles rocks have been discovered on a line between the N.E. point of Stony Island and the Tropic Rock, forming part of a ridge of rocks now covered with mats extending from that point to the mainland. The outermost of these two rocks is one cable from the point, and has this day been marked on its north eastern side with a white buoy with the word "rocks" painted thereon in black letters. There are three fathoms of water on each of the pinnacles at L.W.S. The channel for vessels of 13 feet draught and above is between this buoy and the Tropic Rock buoy, 890 fathoms wide, with four fathoms of water in it.

The channels through the Cambridge and Whampoa barriers in the front reach approach to Canton, have been widened and deepened as follows:- Cambridge Barrier.—A length of 12 feet of the southern end of the central section of this barrier has been removed and the channel through it has now a width of 40 feet with a least depth of 18 feet at low water of spring tides. Whampoa Barrier.—A length of 150 feet of the southern end of the central section of this barrier has been removed and the channel through it has now a width of 490 feet with a least depth of 9 feet at low water of spring tide.

LATEST STRAEMER MOVEMENTS.

The steamer *Sagami*, from China and Japan, arrived at New York on 19th August. The I.G.M. steamer *Prinz Eitel Friedrich* left Shanghai via Foochow on Saturday at 4 a.m., and may be expected here to-morrow p.m.

The P.M. steamer *Siberia*, which left San Francisco on the 16th inst., will arrive in Yokohama on the 31st inst., and may be expected here on the 13th Sept.

The O.S.S. & C.M. steamer *Jason* left Singapore on the 26th inst. at daylight, and is due here on the 31st inst.

THE FUTURE OF THE MONEY MARKET.

In *The Times* of July 27th there appears a leader on the Future of the Money Market, which we quote as follows:

At the meeting of the Union of London and Smiths Bank (Limited), held yesterday (July 26th), Mr. Felix Schuster made some interesting observations on the future of the Money Market. He agrees with us in thinking that the tendency is in favour of continued ease, but that the probable duration of the low level of rates for loans and discounts which rules the market at present is difficult to estimate, because "the condition of the Money Market is a peculiarly complex one" at the moment. On the one hand, owing to these low rates, our indebtedness to the Continent has been decreasing for some time, and will continue to decrease; on the other hand, there is a very large amount of Japanese money in London which is being invested freely in British short-dated securities, and keeps the market well supplied. But perhaps the most interesting thing said by Mr. Schuster was his reference to the tendency of the increasing gold output of South Africa to produce ease. The chief reason why money is likely to be cheap for the next few weeks is that the increase in the supply of gold tends to produce a steady accumulation of gold in all parts of the world where business is conducted on modern lines. For many years there was not enough gold to "go round"; now the supply is sufficient, and is tending to become ample, in a very few years, if no decline in the rate of production occurs, it will become superabundant unless its abundance induces countries which do not at present possess a gold standard to provide themselves with one. Such action on their part would tend to check the speed of the process, but, in the meantime, the effect of this growing abundance of gold is to make money markets easy; that, at any rate, is the tendency, which may, of course, be temporarily counteracted by temporary market conditions, such as the existence of a large amount of floating stock to be financed, the result of a big creation of securities; or the need for financing a large crop movement, either inwards or outwards. But though a "seasonal" need for an increased amount of gold at an important centre of the world's business may absorb the supply for months or even for a longer period, the tendency of such a constant supply of gold, particularly when it is continually increasing in volume, is to add on balance to the stock of that form of material wealth which has most effect on the supply of "money" in the sense in which the term is used in the Money Market.

There is another result, of far-reaching importance, which will follow if the process of adding yearly to the world's stock of gold goes on for a few years more at its present rate, namely, a depreciation of gold. No commodity whatever can be constantly produced in quantities larger than the immediate needs of the world can absorb without its value being reduced with more or less rapidity. In the case of gold the change in value is always comparatively slow—so slow as not to be clearly perceptible, except after it has been in use for some time, because its effect, seen in a rise in the prices of commodities and securities, is liable to be, and usually is, obscured by influences tending to affect the values of particular articles or groups of articles. In the long run this powerful force tending to raise prices can only be counteracted by equally powerful forces such as come into existence through an increase in the supply of commodities or securities. Now it is not easy to increase the stock of commodities rapidly, but, as we have seen of late, it is easy to create large quantities of securities. This process will be stimulated by the continued abundance of money and the low discount rates resulting therefrom, and it is this force which will probably cause a partial recovery in the prices of money in the autumn. We are, however, of opinion that the temporary recovery in the rates of money will be followed by a renewed reversion to the constant addition to the world's stock of gold. Sooner or later the effect of this addition will begin to be perceptible in an appreciable rise in prices, by necessitating the employment of more money to finance a given quantity of commodities or stock than before, will tend to produce equilibrium once more.

WEI-HAI-WEI.

The report of Mr. Stewart Lockhart, Commissioner of Wei-hai-wei, for 1904 has been published in the series of annual colonial reports (No. 450, Cd. 2338-7). Mr. Stewart Lockhart says:-

"Perhaps the most striking feature of the administration of Wei-hai-wei is the entire absence of a police force, except Port Edward and on the island, and the fact that, notwithstanding the absence of police, the people are so well behaved. The satisfactory result is, of course, due primarily to the law-abiding nature of the people as a whole, but the maintenance of the headmen system and abstention from unnecessary interference in the affairs of the people certainly help to prevent friction and to produce contentment."

Speaking of the benefit derived by the crews of the ships of his navy from a visit to Wei-hai-wei, Mr. Stewart Lockhart says:-

"Officers of that service have frequently told me that it requires a short stay in these waters to produce a most marked change for the better in the health of the ship's crews, and an analysis of the sick-lists of the various ships during their stay here would result in giving to Wei-hai-wei a certificate for maintaining and producing good health which many places could not equal and few could surpass."

The value of such a health resort to the British navy on this station cannot be measured in words, but it requires to be emphasized as it seems to be so often overlooked."

The report concludes with the following summary:-

"It is gratifying to be able to report that the progress made during 1904 has been so satisfactory. The revenue is more than four times as large as it was in 1902-3, whilst the expenditure has been kept well within bounds."

The grant-in-aid from Imperial funds has been reduced from \$12,000 for 1902-3 to \$3,000 for 1905-6. Crime of a serious nature has been very rare, and the people have proved themselves orderly and well behaved. The inhabitants are prospering under British rule. Beggars are almost unknown. In certain quarters there has been a tendency to scoff at Wei-hai-wei as a place that might be dropped off the list of British possessions without being much missed. Such criticism seems to forget the progress already made under circumstances not altogether favourable; to ignore the fact that the harbour, which is the best north of Hongkong, is of great use to our fleet; and to be unmindful of the value of the climate to a European.

Pressure is relatively high over N. China and N.E. Japan.

Strong N.E. winds are likely to blow in the Formosa Channel, and fresh N.W. winds over the N.E. part of the China Sea.

Forecast.—Moderate to fresh W. winds; fair to shower.

FOREIGN CHILDREN AND THEIR NURSES.

WEIGHING THE AMAN IN THE BALANCE.

Opinion varies widely regarding the value of the Japanese or Chinese annual as the nurseries for foreign children. It is a common expression in Japan that children brought up in their early years under the auspices of these domestic "lawn too much," and it is a question whether the moral influence of the nurse is to the ultimate benefit of the boy or girl, assuming that the influence of the foreign mother is not sufficiently strong to have effect on the child's development. Some discussion on this subject has taken place in Shanghai, where, describing a scumming in Shanghai Park between two Chinese nannies, a correspondent said:-

"And this is the education vouchsafed to and provided for English children out in the East. Compared to the life of our children at home, is it not a real inferior? There large cool, clean, well-ventilated nurseries, plenty of open-air exercise; and wherever possible intelligent attendants. Books, game, pictures gradually leading up to work, all the time doing something towards the formation of character. Out here character is also being formed in some few cases, perhaps, under the eye and supervision of mother or governess, but oftener than not our children are dependent on the very people of whom we speak with such biting contempt, for their first impressions, the widening of the horizon, their moral views, to say nothing of their physical ease and culture."

"A Reasonable Foreigner," in a letter contributed to the *Shanghai Times*, takes a very different view:-

"Now my impression of the life of a great many of Shanghai's little children is, that a large number of them are very much better situated here than they would be at home if their parents filled their same position there as here. Many a child who has an aman at her book and call here, would have to "fond" for herself if she were at home, or be left the care of a shattering maid-of-all-work, who, circumstance permitting, would spend half the night in reading penny novels, and the greater part of the day in planning "aids to beauty" with an eye to conquering the Duke or the Earl whom she expects to "happen along," and marry her."

No, the "intelligent attendant" mentioned is not prevalent at home as the writer assumes. Most of the young girls prefer to typewriters or shop girls in preference to looking after small children. Of course, much depends on the wages paid in return for services given, but any woman who has had to have a maid to help her with the housework, will no doubt be compelled to pay a higher wage than the average maid.

With regard to "the formation of character," there are many mothers in Shanghai who have plenty of leisure to attend to that department who, had they been at home, would have had to "turn to," and do all their own house cleaning and cooking, as there is not much excuse for the mother who allows her children to be "dragged up anyhow" as the saying goes.

Many women who have had the services of faithful and intelligent maids, will, I am sure, agree with me in thinking that there are many more servants in the world to be had, and infinitely preferable to them for the port, empty-headed nannies at home, who more often than not possess an accent far removed from King English, which is frequently transmitted to her little charges, who sometimes retain it through life.

My own opinion of the Chinese domestic is that they are pretty much what a mistress makes them. A woman who fails to secure in the course of a short time some semblance of good in her Chinese servants or who is continually changing them, is undoubtedly the possessor of one of three things, namely, meanness, want of culture, or a bad temper. When all three are present the authorities ought to have the power to incarceerate the owner in an asylum for men and thus help to elevate our social position in the eyes of our heathen domestics, who put a high value on patience and self-control, and despise a lack of either. In this respect the Chinese certainly teach Westerners a valuable lesson, which if taken advantage of would go far to lessen the discomfort and friction which so many foreigners here believe exists, and which must have a more or less demoralising effect on the youthful mind.

THE BRITISH JAPANESE ALLIANCE.

The negotiations for the renewal and extension of the Anglo-Japanese Alliance are stated to have been virtually settled in the main points, though final touches remain to be given. But the announcement of the new treaty will not take place yet, according to what is now whispered in well-informed circles. Corea is now a protectorate of Japan, and this fact is recognised by Great Britain. It is pointed out that this is the first instance that Japan's relations with Corea are to be recognised by a third power.

The conclusion of an offensive and defensive alliance between Great Britain and Japan will make Russia's reoccupation in Far Eastern waters as a naval power extremely difficult. It will also considerably affect Russia's post-bellum naval programme.

The two elements or sources of danger are now:-

(1) The Chinese have not been treated rightly and remedies must be obtained.

(2) The other danger lies in not keeping the Chinese alive before the American people until finally disposed of.

In your disputes of to-day there is

"The States Department at Washington declares that the Chinese boycott on American goods is not serious. Some headway has been made at Shanghai, but it is unsuccessful at Canton and elsewhere."

Let every reader of your paper answer, is this true?

What wants to be done is for the American Committee to confer with the Chinese with the object of having President Roosevelt's order translated and sent all over China with the order or request to call the "boycott" off, and in return the American Committee will send a petition to Congress through the friendly heads of the President, signed by the American merchants of China, which will have more weight than any other evidence in influencing the coming legislation.

Let the American merchants put

A BLOOD COOLER.

Dwellers in tropical or sub-tropical countries, where the Liver is apt to be sluggish, are often in need of a blood-cooler and purifier of a saline nature," says the British Trade Journal. "One of the most useful of these, known as Abbey's Effervescent Salt, has among other advantages, rendering it peculiarly well adapted for exportation to warm climates, the fact that it does not cake in the bottle but retains its elegant dry, fine granular form, so that it can be freely poured out. Nor does it stick on the top of the water. Compared with other salts, the slow effervescence enables it to be taken leisurely without any unpleasant sense of choking or blinding the user."

Abbey's Salt is a pleasant, cooling, invigorating effervescent tonic laxative, it regulates the action of the Stomach, Liver, Bowels and the system generally, it aids digestion, promotes excretion, purifies the blood and cures the complexion.

Abbey's Salt makes a delicious, refreshing and invigorating draught at any time, tasting not unlike Soda Lemonade, and is particularly enjoyable as a healthful beverage in hot climates.

Sold in two sizes by all Chemists or Stores and by WATSONS, Limited, and A. S. WATSON, Limited, of Hongkong.

THE ABBEY FRUIT SALINE Company, Limited, 144 Queen Victoria Street, London, E.C., England. [1243-6]

CARTRIDGES.

IMPORTED BY MONTH, THEREFORE ALWAYS FRESH.

LEY'S, SCHUTZER'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES, 10, 12, 16, and 20 BORE, in all Sizes, Nos. 10 to 5555. AIR GUNS and AMMUNITION in Variety.

W.M. SCHMIDT & CO., Hongkong, 28th November, 1902. 100

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBROIDERIES, LACES, SILKS, PONCHES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TURMS, EBONY FURNITURE AND FANCY GOODS. NO. 52, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To. Hongkong, 12th January, 1905.



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.I. A.B.C. and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 720 feet.
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide 344

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 66
Width of Entrance on Bottom... 59
Water on Blocks at Spring Tide 261

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 354
Width of Entrance on Top... 66
Width of Entrance on Bottom... 59
Water on Blocks at Spring Tide 222

PATENT SLIP.
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., especially built for SALVAGE PURPOSES equipped with necessary gear, always ready. Short Notice. [1353]



The British Medical Journal says: "Bengers' Food has its existence established a reputation of its own." A delicious, highly nutritive, and most easily digested Food, specially prepared for infants and for Adults whose digestive powers have been weakened by illness or advancing years. The experience of thousands has proved that this Food can be enjoyed and assimilated when others disagree.

A Lady writes: "Humanly speaking, 'Bengers' Food' entirely saved baby's life. I had tried four well-known foods, but he could digest nothing, until we began the 'Bengers'. He is now rosy and fattening rapidly."

Bengers' Food in tins of chemists, etc., everywhere.

PROBLEMS OF CURRENCY REFORM IN CHINA.

SUGGESTIONS AND RECOMMENDATIONS. A Shanghai correspondent contributes to the Times of July 24th another of the series of articles on the Problems of Currency Reform in China. He writes as follows:

In previous papers on this subject it has been shown that there are no fixed standards in China for currency or for weights and measures. To student of history will be able to recall a corresponding state of affairs in Europe; but those whose purview is limited to the present can only conceive the condition in China by an effort of the imagination, by considering the states of Europe to be component parts of one political organization, with its currency, pound sterling, francs, roubles, marks, kroner, and florins—combined into one currency system, and with its weights—poundavoirdupois pound, Troy, kilogramme, and pound-forming units in one series of metrology. When Sir Isaac Newton entered on his investigation of the status of the guinea, he found that its market or exchange value ranged from 25 to 29 shillings, the English "comparators" and "shroffs" of the day having established a market for the coin as for merchandise; as the result of his inquiry the intrinsic silver value of the guinea of gold was fixed at 21 shillings, and in a country receptive of standardization the value so fixed remained effective so long as guineas were coined. The situation which Newton found bears some resemblance to that existing in China, in so far as a unit of the national currency was made subject to the laws of supply and demand, and as no validity was conceded to the governmental certificate of exchange value given by the Mint impress. The similitude, however, does not go very far. To obtain a more exact comparison it would be necessary to suppose that a contract for payment in guineas, the place of payment not being specified, might legally be fulfilled in full satisfaction of all claims by the tender of 21 shillings in London, 22 in Liverpool, 23 in Glasgow, 24 in Belfast, and possibly 19 in Massachusetts Bay, with the further disturbing fact that, if say in London, the paving bank's paying rate would be 21s. 3d. It does not do to press too far the exactness of a similitude, but this will give to men out of China an idea of the infelicitous situation which now it is sought to remedy.

COMMERCIAL TREATIES.

The British commercial treaty of 1902, stipulated that China should "take the necessary steps to provide for a uniform national currency which shall be legal tender." The American treaty of 1903 followed suit and made the same stipulation expressed in general terms. The Japanese, with their greater thoroughness and love of minute precision, went further, and in their treaty of 1903 provided for uniformity not only of currency, but of weights, and measures as well. As stipulations imposed on China are interpreted on the principle of a ratchet, by which the highest notch is held for the benefit of all, it will be well to quote the provisions of the Japanese treaty as follows:—

ARTICLE VI.
China agrees to establish itself, as soon as possible, a system of uniform national coinage and provide for a uniform national currency which shall be freely used as legal tender in payment of all dues, taxes, and other obligations by Japanese subjects as well as by Chinese subjects in the Chinese Empire. It is understood, however, that all Customs duties shall continue to be calculated and paid on the basis of the Haikwan tael.

ARTICLE VII.
As the weights and measures used by the mercantile and other classes for general and commercial purposes in the different provinces of China, vary, and do not accord with the standards fixed by the Imperial Government Boards, thus resulting in detriment to the trade of Chinese and foreigners, the Governors-General and Governors of all the provinces, after careful inquiry into existing conditions, shall consult together and fix upon uniform standards which, after a memorial to the Throne for sanction, shall be adopted and used in all transactions by officials and people throughout the Empire. These standards shall first be used in the places opened to foreign trade and gradually extended to inland places. Any differences resulting from divergences between the new weights and measures and those now in use shall be equitably settled, whether by way of increase or decrease, according to the amount of such difference.

CURRENCY COMMISSION.
It may fairly be urged that there has been no default in carrying out the provision of the British treaty; the necessary steps are being taken—in the leisurely way, of Oriental diplomacy, which believes in the wisdom of quietly digesting a good meal. Did not the Peking Government invoke the aid of the President of the American Republic to devise a means of establishing unity of exchange? Did he not appoint a strong Commission ad hoc? And did not that Commission delegate for the investigation in China one of its members, the Professor Jeremiah W. Jenks, Professor of Political Economy in Cornell University? The Commission has enriched the economic literature of the world by its proposals for the establishment of a currency having a fixed exchange relation with the currencies of other countries. He has not touched the question of the internal currency of the Empire—that was perhaps outside his province—and it may be declared at once that no reform can be effective which does not treat the Chinese currency question as one undivided whole, but which treats the foreigner's currency and the Chinese currency as two distinct entities, thereby not abolishing the exchange question but only transferring its incidence from the outer fringe of China's business operations to the inner face of that fringe. The effect of this would be that the banker's or money-changer's profits from exchange operations between gold and silver, as distinguished from profits from demand and supply of negotiable bills, would go to the Chinese, and not, as in the past, to the foreigner.

To carry out the provisions of the Japanese treaty will require much more defined action, and the Peking authorities have before them the choice of two alternatives—either to wait until Japan finds time on her hands in which to guide their faltering steps in the predetermined way, or themselves now to enter boldly upon that way. The problem is to standardize both currency and measures, and it may be considered under three heads—length (including area and weight), weight, and currency.

STANDARDIZATION OF LENGTH.
All the progressive nations of the W. star world except two have adopted the metre as the standard of length. The opportunity now presents itself, in giving China one uniform standard of length, to give her at the same time one which will bring her into commercial union with the outer world, with Continental Europe and South America in the present, and with the England and United States of the immediate future; and, fortunately for the attainment of this end, China has already a purely decimal system in her table of length. *Si et cetera*, and if China were the size, say, of Ireland, it would be easy to decree outright the obvious, rational, economical unit, the metre. China is a vast country, with races as different

as the English and Dutch, with spoken languages differing as much as Spanish and Portuguese, and with the disinclination to change resulting from an old civilization built up during a long seclusion from outside influences; the Chinese think in feet and will not readily think in metres, and it will be useless to try to impose the metre upon them at present. In the wealth of standards existing in the Empire, however, it will be easy to find one bearing a fixed relation to any desired standard, and to impose that upon the nation as the "Imperial" foot. The lengths of local standards of the foot, of which I have note, range from 100 English inches (0.254 metre), to 21 English inches (0.544 metre), but they fall generally between the 13 inches (0.330 metre), and 14.1 inches (0.358 metre).

If a length of exactly one-third of a metre (0.333=13.23 inches) be taken as the "Imperial" foot, I find in my notes 3 standards:

100 English inches (0.254 metre),

13 inches (0.330 metre),

14.1 inches (0.358 metre).

It is a length of exactly one-third of a metre (0.333=13.23 inches) which I have note,

range from 100 English inches (0.254 metre),

13 inches (0.330 metre),

14.1 inches (0.358 metre).

It is a length of exactly one-third of a metre (0.333=13.23 inches) which I have note,

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range from 100 English inches (

SHIPPING.

ARRIVALS.

ALABAMA, British str., 120, A. E. Ellis, 27th Aug.—Pensacola (Pa.)-N.S.A., 18th June, Pensacola Rock—Doddwell & Co.

CHINTI, British steamer, 26th August,—from Canton.

FRI, Norwegian str., 860, N. Anderson, 26th Aug.—Haiphong 23rd August, General.

FRITHJOE, Norw. str., 891, H. A. Hardeean, 27th Aug.—Fuchow Amoy and Swatow.

26th Aug., General—Osaka Shosen Kaisha.

HAMMEN, British str., 163, Robson, 27th Aug.—Tamsui, Amoy and Swatow 3rd Aug.

General—Donghae Ligrak & Co.

HANGSONG, British str., 1,351, Wildo, 26th Aug.—Shanghai via Swatow 22nd Aug.

General—Jardine, Matheson & Co.

HILDESSON, German str., 1,90, Baron von M. Hullessem, 26th August,—from Amoy.

KWANHUA, Chinese str., 1,468, R. Lincoln, 26th Aug.—Shanghai 26th Aug., General.

C. M. S. N. C., 223, L. Goorissen, 27th Aug.—Bangkok 18th Aug., Raige.

Butterfield & Swire.

POCASER, British str., 1,726, James, 26th August.—London 10th July, General.

Doddwell & Co.

PROTON, Norwegian str., 883, K. Larsen, 27th Aug.—Hochow 26th Aug., General.

Marty.

PROVINCIAL, British steamer, 27th August,—from Canton.

SIBOGA, German str., 223, F. Sanders, 27th Aug.—Shanghai 25th Aug., General.

Hamburg-Amerika Line.

TRITON, German cruiser, 2,70, Glatzel, 27th August,—from Trincomalee.

TRITON, Dutch str., 2,670, H. Koops, 25th August—Japan via Amoy 23rd August.

General—Java-China Japan Lijn.

TRIUMPH, German str., 63, A. Hansen, 27th Aug.—Fuchow and Amoy 25th Aug.

General—Osaka Shosen Kaisha.

CLIPPER.

AT THE HARBOUR MASTER'S OFFICE.

26th August.

Craigell, British str., for Kuchinotzu.

Ikeda, German str., for Keiko.

DEPARTURES.

26th August.

DANMAR, German str., for Bangkok.

EIGER, Norwegian str., for Shanghai.

ENANG, British str., for Tidbin.

EVAN-DALE, British str., for Rangoon.

HAIKAN, British str., for Coast Ports.

KALGOORLIE, British str., for Shanghai.

KWANTUNG, Chinese str., for Shanghai.

MABEL, Rickmers, German str., for Hoihow.

MALTA, British str., for Europe.

SAMSON, German str., for Amoy.

SILSMA, German str., for Shanghai.

SUSAN, British str., for Samwang.

ZAFIRO, British str., for Manila.

27th August.

CARL DIEDRICHSEN, Gor. str., for Haiphong.

COURTEFOIL, British str., for Bombay.

DAJIA, Maru, Jap. str., for Tamsui.

HANGSONG, British str., for Canton.

PHOENIX, British cruiser, for Amoy.

KWANGTUNG, Chinese str., for Canton.

TELEMACHUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. Alabama reports: Fine favourable weather.

The German str. Pitsanulok reports: Fine weather and S.W. winds.

The British str. Haiphong reports: Fresh S.W. winds and fine clear and smooth weather.

The British str. Hongkong reports: Light to moderate variable winds and fine weather throughout.

The Chinese str. Kuan-ye reports: Moderate S.W. monsoon with fine clear weather throughout the passage.

VEESELS IN DOCK.

26th August.

ABERDEEN DOCKS.—Cruisell.

KWANTUNG DOCKS.—Lansdown, Nord, Chang-ka, Montane, Rubi, Devavonge, Kusong.

COLONIAL DOCK.—Macau.

VEESELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 29th inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD., Agents.

Hongkong, 22nd August, 1905. [1446]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION, VESSEL'S NAMES, FLAG & EIG, BERTH, CAPTAIN, FOR FREIGHT APPLIES, TO BE DESPATCHED.

DESTINATION	VESSEL'S NAMES	FLAG & EIG	BERTH	CAPTAIN	FOR FREIGHT APPLIES	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MALACCA	Brit. str.	—	G. W. Babot, E.N.R.	P. & O. S. N. CO.	About 31st inst.
LONDON, &c. VIA PORTS OF CALL.	BENGAL	Brit. str.	1 m.	W. W. Cook, E.N.R.	P. & O. S. N. CO.	On 9th Sept., at Noon.
LONDON, AMSTERDAM & ANTWERP.	PAKING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP.	ANTENOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th Sept.
LONDON, AMSTERDAM & ANTWERP.	ALCINOUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th Oct.
LONDON, AMSTERDAM & ANTWERP.	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th Oct.
MARSEILLES, &c. VIA PORTS OF CALL.	ARMAND BEHIC	French str.	—	Guionnet	MESSAGERIES MARITIMES	On 5th Sept., at 1 p.m.
MARSEILLES, LONDON & ANTWERP.	ARMAND BEHIC	French str.	—	Wallace	GIBB, LIVINGSTON & CO.	About 6th inst.
MARSEILLES, HAVRE, DUNKIRK, &c.	LAON	French str.	—	Abel	MESSAGERIES MARITIMES	About 6th Sept.
MARSEILLES ANTWERP & LONDON.	MERIONETHSHIRE	Brit. str.	—		SHEWAN, TOME'S & CO.	About 10th Oct.
BREMEN, VIA PORTS OF CALL.	P. E. FRIEDRICH	Ger. str.	—		MELCHERS & CO.	On 30th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Sanders	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 31st inst.
RHENANIA	—	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 6th Sept.
SILESIA	—	Ger. str.	k. w.	Böhl	HAMBURG-AMERIKA LINIE	On 20th Sept.
SUEVIA	—	Ger. str.	k. w.	Knispel	HAMBURG-AMERIKA LINIE	On 4th Oct.
SLAVONIA	—	Ger. str.	k. w.	Madsen	HAMBURG-AMERIKA LINIE	On 10th Oct.
EGYPT	—	Aust.	—	Schönfeld	HAMBURG-AMERIKA LINIE	On 18th Oct.
GENOA, MARSEILLES & LIVERPOOL.	AUSTRIA	Aust.	—	Colledani	HAMBURG-AMERIKA LINIE	On 1st Nov.
GENOA, MARSEILLES & LIVERPOOL.	ACHILLES	Brit. str.	1 m.		SANDER, WIELER & CO.	To-morrow, 1 p.m.
GENOA, MARSEILLES & LIVERPOOL.	AGAMENON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Sept.
GENOA, MARSEILLES & LIVERPOOL.	SHIMOSA	Brit. str.	1 m.	Campbell	DODWELL & CO. LTD.	On 29th Sept.
GENOA, MARSEILLES & LIVERPOOL.	AFGHAN PRINCE	Am. str.	—	Potorski	ARNOLD, KARBERG & CO.	About Middle of Sept.
GENOA, MARSEILLES & LIVERPOOL.	ALBENGA	Brit. str.	—		CARLOWITZ & CO.	On 29th Sept.
GENOA, MARSEILLES & LIVERPOOL.	SIEVNA	Brit. str.	—		SHEWAN, TOME'S & CO.	Quick despatch.
GENOA, MARSEILLES & LIVERPOOL.	SEGOVIA	Brit. str.	—		STANDELL & CO.	About 5th Oct.
GENOA, MARSEILLES & LIVERPOOL.	AUSTRIA	Aust.	—	A. L. Valentine	CANADIAN PACIFIC R. CO.	On 13th Sept.
GENOA, MARSEILLES & LIVERPOOL.	PROTEUS	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 20th Sept.
GENOA, MARSEILLES & LIVERPOOL.	HAIMUN	Brit. str.	2 h.		DODWELL & CO. LIMITED.	On 15th Sept.
SWATOW, ANGY, CHEFOO & TIENHSI	CHIHLI	Brit. str.	1 m.		PORTLAND & ASIATIC S. CO.	On 1st Sept., at Daylight.
WEIHAIWEI, CHEFOO, NEWCHWANG & TIENHSI	KANSU	Brit. str.	1 m.		GIBB, LIVINGSTON & CO.	On 6th Sept., at Noon.
MANILA	TAMING	Brit. str.	—		MELCHERS & CO.	On 19th Sept., at Noon.
MANILA	YUENSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 23rd Sept.
MANILA	RUBI	Brit. str.	—			ABOUT 10th Sept.
CEBU & ILOO	ZAPIRO	Brit. str.	—			ABOUT 10th Sept.
SINGAPORE, PENANG & CALCUTTA.	KAITONG	Brit. str.	—			TO-morrow.
SINGAPORE, PENANG & CALCUTTA.	LIGHTNING	Brit. str.	—			ON 3rd Sept., at 8 A.M.
SINGAPORE, SOUTARAYA & SAMARANG	ALAVIA	Brit. str.	—			TO-morrow.
SINGAPORE, PENANG & CALCUTTA.	HINSANG	Brit. str.	—			TO-day.
	LAISANG	Brit. str.	—			ON 31st inst.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About.

"SHIMOSA" ... 28th Sept.

"SAITUMA" ... 23rd Sept.

"WRAY CASTLE" ... to follow.

For Freight and further information, apply to DODWELL & CO. LTD.

Hongkong, 24th August, 1905. 1513.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT.

LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

OCEAN STEAMSHIP COMPANY, LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**

JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

STEAMERS	TO SAIL	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.
GLASGOW and LIVERPOOL	"DIOMED"	On 14th September.
GLASGOW and LIVERPOOL	"KAISSON"	On 14th September.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st September.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th September.
GLASGOW and LIVERPOOL	"CHING-VO"	On 28th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 5th October.

HOMEWARDS.

STEAMERS	TO SAIL	DUE
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

STEAMERS	TO SAIL	DUE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"JASON"	On 3rd September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	On 1st October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 18th August, 1905.

STEAMERS

TO SAIL

WESTWARD.

STEAMERS	TO SAIL	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTSE"	On 28th September.
and PACIFIC COAST	"KEEMUN"	On 30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 18th August, 1905.

STEAMERS

TO SAIL

MANILA, ZAMBOANGA, PORT
DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY and
MELBOURNE.* The attention of Passengers is directed to the superior accommodation offered by these
Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 18th August, 1905.

STEAMERS

TO SAIL

CHINA NAVIGATION CO.
LIMITED.

STEAMERS

TO SAIL

SWATOW, AMOY, CHEFOO, and
TIENTSIN

MANILA, NINGPO and SHANGHAI

WEIHAIWEI, CHEFOO, NEW
CHWANG and TIENTSIN

CEBU and ILOILO

KOBE

MANILA, ZAMBOANGA, PORT
DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
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For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 18th August, 1905.

STEAMERS

TO SAIL

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

STEAMERS

TO SAIL

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS

TO SAIL

TOP

+ SHANGHAI

KOBE and YOKOHAMA

SINGAPORE, SOURLABAYA and
HINDANG

SAMARANG

MANILA

SINGAPORE, PENANG & CALCUTTA

LAISANG

TUESSDAY

STEAMERS

TO SAIL

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS

TO SAIL

1905

PRINZ EITEL FRIEDRICH

PREUSSEN

ROON

BAYERN

ZIETEN

PRINZESS ALICE

SACHSEN

PRINZ REGENT LUITPOLD

PRINZ HEINRICH

PRINZ EITEL FRIEDRICH

PREUSSEN

ROON

BAYERN

ZIETEN

STEAMERS

TO SAIL

1905

WEDNESDAY

POST OFFICE NOTICES.

The *U.S. Coptic* with the American mail left Yokohama for this port via Manila on Wednesday, the 23rd inst.

The *Boat* with the German mail left Singapore on Friday, the 25th inst., at 8 a.m. and may be expected here to-morrow.

Mail for CANTON, SAMSHUJ and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for NAMAO, SANHUE, *KUMCHUK, *SAMSHUJ, *WUCHOW and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

PORT	PER	DATE
Callao (Peru)		Monday, 28th, NOON.
Macao		Monday, 28th, 11.15 A.M.
Swatow, Amoy, Chefoo and Tientsin		Monday, 28th, 3.00 P.M.
Amoy, Straits and Rangoon		Monday, 28th, 5.00 P.M.
Swatow		Tuesday, 29th, 9.00 A.M.
Balawar, Samarang, Sourabaya and Macassar		Tuesday, 29th, 11.00 A.M.
Singapore, Penang and Calcutta		Tuesday, 29th, 2.00 P.M.
Manila		Tuesday, 29th, 3.00 P.M.
Ningpo and Shanghai		Tuesday, 29th, 3.00 P.M.
Wednesday, 30th,		
Europe, &c., INDIA VIA TUTICORIN	Printed Matter and Samples	10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Shanghai	Letters	11.00 A.M.
Kobe and Yokohama	Thursday, 31st, 2.00 P.M.	
Wei-hai-wei, Chefoo, Nanking and Tientsin	Thursday, 31st, 3.00 P.M.	
Singapore, Sourabaya and Samarang	Friday, Sept. 1st, 2.00 P.M.	
Cobu and Iloilo	Friday, Sept. 1st, 3.00 P.M.	
Manila	Saturday, Sept. 2nd, 11.00 A.M.	
TUESDAY, Sept. 5,		
Europe, &c., India via Tuticorin	Printed Matter and Samples	10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Singapore, Penang and Calcutta	Letters	11.00 A.M.
Port Darwin, Thursday Island, Cooktown	Tuesday, Sept. 5, 2.00 P.M.	
Cairns Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid and Perth	Wednesday, Sept. 6, 10.00 A.M.	
AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and SAN FRANCISCO	Wednesday, Sept. 6th,	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Printed Matter and Samples	10.00 A.M.
Kobe	Registration	10.00 A.M.
Wednesday, Sept. 6,		
Changsha	Letters	11.00 A.M.
Wednesday, Sept. 6, 3.00 P.M.		

TO-MORROW.

Sole steamer launch *Yat Sun*, Yau Ma Tei Bay. Mr. Geo. P. Lummert, agent. Sole Dress Materials, &c., Sales Rooms, Mr. V. I. Romerius, 2:30 p.m. Sole Leadhold Property, Sales Rooms, Messrs. Hughes & Hough, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

26th August.

ON LONDON.— Telegraphic Transfer 1/11^{1/2}
Bank Bills, on demand 1/11^{1/2}
Bank Bills, at 30 days sight 1/11^{1/2}
Bank Bills, at 4 months' sight 1/11^{1/2}
Credits, at 4 months' sight 1/11^{1/2}
Documentary Bills, 4 months' sight 1/11^{1/2}

ON PARIS.— Bank Bills, on demand 243
Credits, at 4 months' sight 247

ON GERMANY.— On demand 198

ON NEW YORK.— Bank Bills, on demand 47^{1/2}
Credit, 60 days' sight 47^{1/2}

ON BOMBAY.— Telegraphic Transfer 144^{1/2}
Bank, on demand 144^{1/2}

ON CALCUTTA.— Telegraphic Transfer 144^{1/2}
Bank, on demand 144^{1/2}

ON SHANGHAI.— Telegraphic Transfer 71^{1/2}
Bank, at sight 71^{1/2}
Private, 30 days' sight 72

ON YOKOHAMA.— On demand 92^{1/2}

ON MANILA.— On demand 9 p.m.

ON SINGAPORE.— On demand 1/16^{1/2}

ON BATAVIA.— On demand 1/16^{1/2}

ON HAIPHONG.— On demand 1 p.m.

ON SAIGON.— On demand 1 p.m.

ON BANGKOK.— On demand 62

SOVEREIGN, Bank's Buying Rate 10.25

GOLD LEAF, 100 fine, per tael 53.90

PEAR SILVER, per oz. 78^{1/2}

OPIUM.

26th August.

Quotations are:— Allow'd not to 1 catty.
Malwa New \$1100 to — per piec.
Malwa Old \$1200 to —
Malwa Older \$1280 to —
Malwa V. Old \$1350 to —
Foreign fine quality \$1050 to —
Pernia extra fine \$1120 to —
Patah New \$1117 to — per cheet.
Patah Old \$8 — to —
Bamara New \$8 — to —
Bamara Old \$1050 to —

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. Australian str. *Wilked* left Sydney on the 5th Aug. at noon, and may be expected here to-day.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai via Foochow on the 26th Aug. at 4 a.m. and may be expected here to-morrow p.m.

The I.G.M. str. *Poer* left Singapore on Friday at 8 a.m., and may be expected here on to-morrow at 1 p.m.

THE AMERICAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 14th Aug., p.m. for Hongkong via the 23rd Aug.

The P.M. str. *Siberia*, which left San Francisco on the 16th Aug., will arrive in Yokohama on the 31st Aug., and may be expected here on the 13th Sept.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 14th Aug., p.m. for Hongkong via the 23rd Aug.

The Indo-Chin str. *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 22nd Aug. at 1 p.m.

The str. *Bonduel*, from Antwerp and London, left Singapore on the 23rd Aug. for this port.

The P. & O. str. *Pera* left Singapore for this port on the 24th Aug. at noon.

The O.S.S. & C.M. str. *Jason* left Singapore on the 26th Aug. at daylight, and is due here on the 31st Aug.

The str. *Satsuna* sailed from New York on the 8th June.

The C.P.R. str. *Tarlar* left Vancouver on

1087

THE CANADIAN MAIL. New and additional shafts at the Takashima Colliery have been completed, and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905.

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh Milk.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,333 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lessius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday, excepted), 9 p.m. and 10.30 p.m.

(Saturday, excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday, excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time Table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.
S.S. "NANNING," 669 tons, Captain C. Batchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO. LTD.

17 PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at \$13.00.
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$22.00.

Stop drinking rank Smoky Scotch, because it comes through the SODA.

Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong:

1298 F. BLACKHEAD & CO.

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS. BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 138

BANKS

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.45 p.m. Every 10 minutes.

2.45 p.m. to 3.45 p.m. Every 15 minutes.

3.45 p.m. to 4.45 p.m. Every 10 minutes.

4.45 p.m. to 5.45 p.m. Every 10 minutes.

5.45 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes